

The Lomond Press

VOL. 7 NO. 25

LOMOND, ALBERTA, FRIDAY, JAN. 19, 1922

\$1.00 PER YEAR

LOCALETS

On Friday evening, the 18th a social evening was held in the Kasimir School House. Games were enjoyed from eight to eleven, when the ladies present served up delectable refreshments. When this part of the program was over games were again played until the break-up, a little after midnight. Another similar evening is being planned for in the near future.

Mrs. S. Oakland arrived home last week, having been visiting friends in B.C. for a few weeks.

Born, on Thursday, Jan. 18th, to Mr. and Mrs. Thos. Mullen of Badger Lake, a daughter.

Born, at Eyremore on Tuesday, Jan. 16th, to Mr. and Mrs. E. E. Wilson, a daughter.

George Frownfelter was down from Hussar for a few days to look over the old camping ground.

Mr. and Mrs. R. L. Elves and family motored over from Vulcan on Sunday, the 14th., to see H.E. Elves, who is making slow recovery from the injury to his leg.

Mr. and Mrs. W. A. Teskey went to Calgary to attend the annual convention of Ford dealers. While away Mr. Teskey accepted an offer from the Ford Motor Co. to act in the capacity of provincial organizer of Ford agencies, taking the job on for six months for trial. Frank Connolly is taking charge of the Lomond business in the meantime.

The Village Council has posted notices warning the public against driving across and damaging the sidewalks. Now if the herd law can also be enforced a man will be able to leave a sack of flour on his wagon for a couple of minutes without fear of having it destroyed.

The Press is informed by the A.P.P. that car owners driving without 1923 licenses will be prosecuted.

George Whitley is away to Calgary on a business trip.

It is a most peculiar condition of affairs, yet nevertheless a fact, that a good coyote pelt is worth more than the average

OW.

The Press regrets the necessity to chronicle the forthcoming withdrawal of the Bank of Hamilton from Lomond, which will take place in February. Opening here as they did in the beginning of the dry period, the local branch has "enjoyed" the pangs of adversity that has been common to all of us. To an institution such as a Canadian bank, the mere losses of a local branch means but the clipping of a bit of "elastic", while the rest of us apparently haven't the nerve to "clip" and beat it.

EYREMORE CIRCUIT

BOW CITY
Following the public worship on Sunday evening, January the 14th, the annual meeting of the Eyremore branch of the Canadian Red Cross Society was held. In the absence of the president, Chas. Lee, the pastor, Rev. N. W. Whitmore, took the chair pro tem. The secretary's report shows a membership of twenty-two annual members for the current year, while this branch boasts of more than twenty-five life

members. There is also a substantial balance in cash and bank credit. The following officers were elected for the year 1923.

President, Rev. N. W. Whitmore.
Vice Pres., Mrs. C. R. Westgate.
2nd Vice Pres., Mrs. S. E. Armstrong.
Sec.-Treas., Mrs. D. A. Scroggie.
Executive Committee—Mrs. M. Armstrong, Mrs. Geo. Smith, Miss H. F. Campbell, Mrs. O. A. Cragg and Don-

ald Campbell.

EYREMORE CIRCUIT
Sundays for holding services at First Chance and Adler school houses will be January 21, February 4, February 18, and so on every two weeks.
On January 21 the subject will be—"Unread Lessons of Life."
On February 4—"Christianity Defined in Terms of Service."

Financial Information



AS an institution with first hand knowledge of financial markets at home and abroad, and with Managers of broad experience and unbiased judgement, this Bank is in a position to render invaluable information on investment and other money matters to patrons.

STANDARD SERVICE to Comprehensive Financial Services.

THE STANDARD BANK OF CANADA

TOTAL ASSETS OVER EIGHTY-THREE MILLIONS
Lomond Branch, R. T. M. Temple, Manager.
Travers Branch, J. H. Oliver, Manager.

BOW CITY COAL, \$4.00 at the Mine---
C. R. WESTGATE, Manager. Kleenbirn Collieries, Ltd

CANADIAN ENTERPRISE IN ENGLAND



CLOSE to the Dock Gates, and nearly opposite the South-Western Hotel, the new Canadian Pacific Building at Southampton, England, opened on Monday, Sept. 4th, will soon become a well-known landmark for travellers.

The building stands out in striking relief to the rather drab appearance of Canute Road, on which it faces. A stone front, colour washed brickwork, and pleasant green shutters to the first floor windows, have assisted in achieving this desirable effect. Window decoration has been treated in an original

style, with sliding shutters having reed-like divisions screening the interior, on the lines of the Oriental Shoji.

The interior decorations and arrangements have been carried out from a strictly practical point of view. A colour scheme of decided character has been obtained by a strong contrast of black and red, ebonised woodwork supplying the black, while an unusual type of old fashioned marbling has been used for the cornice and dado.

Rubber floors, which deaden the sound of footsteps and are also consid-

ered more sanitary where there is much traffic, are an important feature of an office that will undoubtedly prove a very busy one for its occupants, Mr. David Drummond, Southampton Agent, and his Staff, in dealing with the ever-increasing flow of Canadian Pacific traffic through the Port of Southampton.

All the work has been carried out by a well-known local firm, Messrs. Jenkins & Sons, of Southampton, from designs prepared by A. H. Jones, M.S.A., architect, and P. A. Staynes, R.O.I., artist, of 10, Conduit Street, London, W.

NOTES

In analyzing some of the figures presented by O.L. McPherson, M.L.A., when he spoke at Lomond a week ago, The Press is not so much alarmed by their gross immensity as by the lack of policy in handling the unpleasant situation. This lack of policy is no new thing that came into existence with the Greenfield government, but was a very healthy child fondly nursed by the old Liberals. In seventeen years since the province was started a gross debt of sixty millions has accumulated, making the per capita indebtedness the second highest in the dominion. A good deal of this debt is due to pioneer improvements of a permanent nature, such as roads, bridges, parliament buildings, telephone system, jails, asylums, etc. Of this, twenty millions invested in the telephone system is revenue producing. Like we dry farmers, the province has been spending money in the ratio of two to one on receipts, the year 1921 increasing the debt some eighteen millions, while the estimate for 1922 is twelve millions. The supplementary revenue tax is the only direct revenue from the land, the levy being around five or six dollars to the quarter in this section. Other sources of revenue are the auto, theatre, coal and gasoline taxes. The interest charges alone present a fair burden to the province. The speaker mentioned that the public tendency was to demand increased governmental services, while to comply with these demands invariably meant increased taxation. He cited the Mothers' Allowance legislation instituted in 1918. The appropriation for the first year was but \$50,000, second year \$85,000, third year \$220,000, and fourth year \$285,000. Touching on the cost of relief, the speaker expressed the opinion that, generally speaking, when relief was first started in this province it was not necessary. The net cost to date was about six millions, of which a good deal cannot be recovered. The immense area of the province and the scattered population greatly increased the cost of administration.

In commenting on the situation the Press would like to bring to the attention of our honorable member that the people elected the government for the express purpose of handling this financial and the various other perplexing problems. The sooner the obligation is shouldered in a whole-hearted manner the better it will be for both the government and the people. Unreasonable demands must be met with well defined refusals. The budget must be made to balance. The province really requires fewer appointments of weed inspectors and more encouragement to the hoers of weeds. There is an immense cavity for the consolidation of various departments, one notable instance being the A. P. P. Another is the

educational department. It might surprise a few readers to know that the government grant to the university amounts to more than five hundred dollars per pupil per year, while the maximum grant to a rural school is around two hundred dollars per year—and more than fifty per cent of the university students come from convenient Edmonton homes. The professional graduates are

educated largely upon the enforced charity of the common people and then turned loose with a schedule of professional fees that makes a farmer's cream cheque look like the first installment of a free-will offering on the average church collection plate. The Greenfield government has been handicapped by a mob of unsympathetic, politically sore-headed, departmental officials and either

er have not realized the fact or lacked the guts to swing the axe. The day of soft words with ambiguous interpretations is done and passed. The province is solvent and presents anything but a gloomy prospect to a man who has any faith in the future. The annual agricultural production in Alberta is in excess of eighty millions. Besides this there are the vast

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KEEPING THE TRAINS SPOTLESS



1. Packing away the rugs after having had their turn on the vacuum.

2. Cleaning the pillows on the vacuum cleaner invented by Canadian Pacific employees.

3. The train carpet beater in action. Straps attached to the roller quickly loosen all dust.

A FEW hours spent in the Winnipeg, Montreal and Vancouver yards of the Canadian Pacific Railway while the dining and passenger trains are being cleaned gives one the assurance that there is little need for travellers to worry as far as germs are concerned.

The yards are equipped with the very latest devices for the cleaning and equipping of its trains. The same pattern of equipment is in use in Winnipeg, Montreal and Vancouver, and at these three terminals the coaches undergo a thorough cleaning. Approximately 110 cars are cleaned in Winnipeg per day, and it costs \$18.00 to clean each car.

When a passenger train arrives at, say Winnipeg Terminal, it is run down to the coach yard and everything moveable is taken out. Then commences the cleaning and germ ousting process. The heavier tapestried cushions, pillows and bed blankets are placed under a vacuum cleaner with 90 pounds pressure. This is the first process of cleaning, then follows the disinfecting. The carpets are placed on a wire netting, which

looks not unlike a bed spring only that it moves on wheels. At one end there is a huge roller to which is attached scores of leather straps, which is referred to in the yards as the "cat and 109 tails." This revolves at a terrific force and after the carpet has been twice beaten there is a poor chance of any dust remaining. Carpets usually stand this treatment from 18 months to two years. While all this portable stuff is being cleaned, workers are busy inside the car. They do not spare disinfectant or soap and water.

The kitchen tables and ice boxes are aluminum, and all the sauce pans are of copper. When one considers that several hundred meals a day are prepared and served from one of these small kitchens, it is no wonder the diner service is considered one of the most remarkable features in connection with passenger traffic.

There are at present in the entire system 155 dining cars in which approximately 8,000 meals per day are served. Back in the Winnipeg coach yards is the Dining Car supply building and linen department. It is here that bread, rolls, cakes and

pastry are made each day to meet the demand for the Buffet and Dining cars. There is a first-class artificial ice plant installed so that the supply of food on hand is kept in perfect condition. Every room is well stocked, with the exception of the wine cellar, which boasts of nothing more than soft drinks. Several seamstresses are busy in the linen room, where the bed and table linen are kept in repair. The linen department of the railway is well stocked. There are in the entire rail service alone 245,253 sheets; 204,867 slips; 68,925 cloths; 201,933 table napkins; and 373,267 face towels, as well as many other pieces. The laundry list when checked at the end of each year show that approximately 33,000,000 pieces go through the wash tubs, at the three big terminals and other divisional points along the line. No steward, cook, waiter, sleeping car conductor or porter, is put on a Canadian Pacific train without having graduated from the school of instruction. They attend lecture classes every morning until fully qualified to attend to the wants and needs of travellers over the Canadian Pacific

NOTES

(continued from previous page)

coal resources and those of oil and other minerals, the forest in the foothills and to the north, in fact the province enjoys about all the advantages save reasonable transportation rates and population. When conditions can be arranged so that the farmer can make money, the question of increased population will be answered of itself.

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The arrangements for the big combination sherriff's sale to be held at Bow City on the 22nd came in for some severe manhandling by whoever was in charge of same, and left a hole uncovered for a "rotten" smell to emerge. The first intimation in the form of advertising reached Lomond on the 19th, which left but one day for the bill to take effect. On top of this the bill was printed with "5" instead of "65" horses, with practically no notation of the thirty head of cattle held, and with but a mere fraction

of the important machinery items mentioned. Mr. Hepburn, the provincial government's agent, immediately lodged a protest with the department at Edmonton and the date of sale was postponed indefinitely. It will be interesting to learn the final explanations.

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The Lomond Consolidated Board met for the first time on Tuesday afternoon. J. R. McKay was again elected as chairman. In the appointment of secretary it was finally decided to call for applications. The most provocative point under discussion was O. R. Olson's water account. Ost and McKay wanted the amount applied on Olson's outstanding farm taxes. Teskey and Chapman voted for direct payment. Olson had refused to supply more water until the bill was paid, claiming his town business should not be held for his farm affairs. The village council was represented and stated Olson could not be compelled to deliver water to the school as the council merely controls the price; further that Olson's contract with the town accords him the exclusive privilege of supplying the drinking water. After considerable hot remarks were exchanged the bill was finally passed for payment. Ost protesting that it was unfair to pay this bill in cash when the farmers' cheques for conveying children. In view of the fact that he was leaving town W. A. Teskey handed in his resignation as a member of the board. A special meeting of Dufferin ratepayers was authorized to take place in the school on Saturday afternoon, Feb. 3rd, for the election of his successor. Brunetta school district presented a request for school privileges for five children from that district, offering to pay besides all expenses occurring thereby a rate of sixteen dollars per pupil per year. The privilege was granted.

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In England the ratio of murders is one to three hundred and sixty thousand. In the U. S. the ratio runs one murder to every twelve thousand of population. The following from the Chicago Tribune throws some light on the subject:

"Sir Basil Thomson, former chief of Scotland Yard, recently in Chicago, said what most Americans know to be true. An English crook does not work with a gun. If he is caught with it he goes in for life. He stays in for life. For this reason the English citizen keeps his life when assaulted by a crook. Americans evidently prefer that there should be no prohibition of the manufacture of the one-hand gun, no real penalty for the carrying of it and a doubtful penalty for the use of it. The majority of Americans are as law-abiding as the majority of Englishmen, but they are not law-enforcing."

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SUCH A STRAIN

"You don't know how nervous I was when I proposed to you."
"You don't know how nervous I was until you did."

Here and There

Liverpool. — Atlantic liners are finding there is a run on the ship's library. Over 4,000 books are distributed amongst the Canadian Pacific liners alone, and reading on board has become so popular that, in addition, bookstalls with all the latest magazines have been installed on all the Canadian Pacific passenger steamers.

London, Ont. — John Anderson, well-known C. P. R. conductor, has retired on pension. Mr. Anderson entered the service of the Canadian Pacific as a trainman on the London division on May 14, 1881, was promoted to a freight conductor in 1884 and promoted to passenger conductor on June 1, 1887, which position he has since held.

Toronto. — Remarkably quick time was made by a special train traveling between Montreal and Toronto recently. Carrying a large number of students from Dalhousie and McGill Universities the train left Windsor Station at 10.37 a.m., and arrived in Toronto at 5.35 p.m., thus covering the distance of 338 miles in 6 hours, and 58 minutes. A storm was raging during the trip.

Banff. — Probably more world famous men have played on the golf course at Banff Springs, Alberta, Canada, in the Canadian Rockies, than on any other single golf course in the whole world.

The picturesque course at Banff, situated as it is among the glaciers high up among the peaks of the Canadian Rockies, outstrips all rivals for scenic beauty and has been called the "Golf Course in the Clouds." Any traveler from any part of the world makes it certain that he sees the Canadian Rockies before completing his visit to the American Continent, and if he plays golf at all he is sure to combine his scenic viewing with a round or two of golf on the "Golf Course in the Clouds." To toll off a list of the world famous men who have played golf at Banff is to read a list of "Who's Who" in world affairs.

The Canadian National Park Branch of the Department of the Interior reports over 5,000 persons as having played over the golf course in Banff National Park during the season recently closed, and many prominent visitors from nearly every corner of the globe went over the links. Those who golfed at Banff during the latter part of the season included His Excellency Baron Byng, Governor-General of Canada; Mr. Calvin Coolidge, Vice-President of the United States; Sir Lionel Guillemarde, Governor of the Straits Settlements; Baron Sanberg, of Holland, Premier Greenfield, of Alberta, and Rodney C. Wood, Chief Boy Scout Representative of England.

Cranbrook, B.C. — Children, more especially children of school age, should be warned to keep clear of railway tracks, particularly at this season of the year when the snow is deep and a slip of the foot may result in a fatal accident. Cranbrook parents should offer some advice to their offspring about their playing around the Canadian Pacific Railway tracks. A serious accident recently happened at Vernon to a child playing along the railway right-of-way. The Vernon News had the following editorial comment:

"The accident on the railway track last week was not unexpected by those who have watched with much concern the school children who so carelessly walk across and along the tracks. The little victim, however, was not a scholar and it was perhaps his first visit to the railways, but nevertheless the boys and girls are much too careless when near the tracks. Parents and teachers should continually impress upon the youngsters the danger of playing near the trains. Time after time the train-chased the kiddies off the

men have right of way but back they come oblivious to the danger. Safety first is the best policy and parents and teachers should be most emphatic in warning the boys and girls. There is only one way for them to be safe from danger and that is to keep away from it."

Liverpool. — Wm. John Sergeant, the superintendent engineer of the Canadian Pacific Steamships, Ltd., recently retired from that position after a sea-going career of 54 years, the major part of which was passed with Liverpool companies. With the object of showing the esteem and respect in which he is held by all those who have been associated with him for so many years, a very happy gathering took place on the C. P. liner Montcalm, at Liverpool, when Mr. Sergeant was the recipient of some very handsome presents. They consisted of a combined solid mahogany bureau and bookcase, and a specially fitted-up gentleman's double wardrobe, while Mrs. Sergeant was presented with a choice gold bar brooch set with diamonds. These are the gifts of the sea-going and shore staffs of the C. P. S. S. Co. and the C. P. R. Co., and were presented through the medium of Captain J. V. Forster, Liverpool manager of the C. P. S. S. Co., Ltd., in the presence of all the chief officials, personal friends, business colleagues, officials of the Board of Trade, and of the shipping registration societies.

Owen Sound. — Joseph Lee, section foreman on the C. P. R. at Dundalk for seven or eight years, has been appointed section foreman at Orangeville and has moved to that town. Just before his departure from Dundalk Mr. Lee received a cheque for \$25.00 from the C. P. R. representing the amount of the prize offered by the Company to the Superintendent having the best kept section on the Bruce division. Six years ago Mr. Lee was the winner of the Roadmaster's prize.

Ottawa. — Ottawa loses a popular citizen, and an able railwayman in Mr. F. P. Tinker, district freight agent for the Canadian Pacific Railway for several years, who has just received a promotion. On the first of the year Mr. Tinker takes up the position of district freight agent for the Canadian Pacific and associated lines in Detroit. These lines include the Canadian Pacific Steamship Co., the Minneapolis, St. Paul and Sault Ste. Marie Railway, the Duluth South Shore and Atlantic Railway and the Spokane International Railway.

Mr. Tinker came to Ottawa on December 1st, 1916, from St. John, N.B. He started railway work on the old New Brunswick Railway on Oct. 7th, 1887, and was taken over by the C.P.R. when the company purchased the road and has been with the company ever since.

Mr. C. S. Morse, of Toronto, a well known C.P.R. man, has been transferred to Ottawa to take over Mr. Tinker's duties. Mr. Morse arrived in Ottawa on December 26th.

Chatham, Ont. — "Speed-mania" has again broken loose in the city and unless some strong steps are taken to eliminate this craze it will gain a strong foothold in the city, declared Chief of Police Groves.

A complaint was laid to the police by the C. P. R. to the effect that an automobile going south on William St. at a considerable rate of speed struck one of the north-side gates which had just been lowered for an oncoming train and completely smashed it.

The tower-man, realizing that one of the south gates was liable to be similarly treated by the speeding motorist, raised these gates at a considerable speed, being just quick enough to make a passage for the speeding motorist. The number of the car was secured by one of the local section crew and turned over to the police.

"The driver of the car will be charged with reckless driving," stated the Chief. "It is high time that we take decisive steps to prevent accidents which can be directly traceable to reckless driving."

H.E. Elves

AUCTIONEER

Notary Public and

Commissioner

Lomond - Alta.

Horse Hair Hides and Furs

I will pay the highest market prices for the above. Bring in your stuff.

JOHN HOLO

HERBERT J. MABER
SOLICITOR AND
BARRISTER

VULCAN ALBERTA



VULCAN ENCAMPMENT I.O.O.F.

Meets the second and fourth Mondays in each month. Visiting patriarchs always welcomed.

H. MARCELLUS, C.P.
GORDON HANNA, F.S.

PRIMROSE REBEKAH LODGE No. 6
LOMOND, ALBERTA

Meets on the first and third Tuesdays in each month. Visiting members welcomed

N.G., Mrs. Alice Erskine.
V.G., Mrs. Dolly Benson.
R.S., Mrs. Helen Williamson, P.N.G.
F.S., Mrs. Hattie Manning, P.N.G.
Treas., Mrs. Vera Munro.
D.D.P., Mrs. Clara Olson.

The Lomond Press

LOMOND ALBERTA

Published Every Friday.
Advertising Rates on Application.

RAE L. KING, PROP

LOMOND ALBERTA, JAN. 19, 1922

LOCALETS

Sir Henry Thornton, the new president of the Canadian National Railways, is endeavoring to place the C. N. R. before the Canadian people within its true perspective. If he succeeds, it will be a wonderful demonstration of the immeasurable dynamic power of the individual personality. The organization has been devoid of pride, to begin with. A business without pride is in the same hopeless position as the individual. He has a really good railroad system to work on, should the strength of his personality inject into the thing enough business "vitaminness" to give it the appearance of a going concern.

Mr. and Mrs. Oscar Olson went to Granum over the week-end to see Mrs. Olson's brother, who was severely burned about the hands and face when he was caught in the flames of a bursting gallon can of gasoline. The injured man had started up the engine in his McLaughlin car and was carrying the can containing the gasoline around the rear of the car and it is supposed became ignited from the exhaust, immediately exploding

THE LAND TITLES ACT MORTGAGE SALE OF FARM PROPERTY

PURSUANT to the directions of the Registrar and by virtue of the Powers of Sale provided by "The Land Titles Act", under a certain mortgage which will be produced at the time of sale, there will be offered for sale by public auction at the Post Office in the Village of Lomond in the Province of Alberta, on Saturday, the 3rd day of February, 1923, at the hour of three o'clock in the afternoon, the following property, namely:

The South West Quarter of Section Twenty-Three (23) in Township Seventeen (17) and Range Twenty (20) West of the Fourth Meridian in Alberta, subject to the reservations contained in the Certificate of Title existing at the date of the said Mortgage.

Terms of Sale to be 20 per cent cash at the time of the sale and the balance according to the terms and conditions to be made known at the time of sale or upon application to the vendor's solicitors.

The above property will be offered for sale subject to a sealed reserved bid and free from all encumbrances save taxes for the year 1923.

The vendor is informed that the above property is situated about seven miles from the Village of Lomond on the C. P. R., that there are situated thereon a dwelling house 12 ft. by 21 ft. with addition 14 ft. by 16 ft., a stable 16 ft. by 36 ft., all of frame construction and shingle roofed, and a board roofed frame granary 12 ft. by 12 ft., that there is a mile of barb wire fencing on cedar posts and that about 110 acres have been brought under cultivation but not farmed lately.

For further particulars and conditions of sale apply to H. E. Elves, Lomond, Alberta.

DATED this 19th day of December, A.D. 1922.

Approved—W. Forbes, Registrar.

and saturating his clothing. Besides his injuries, the car and the building were a total loss.

Mr. and Mrs. Erskine opened their home on Friday evening for the entertainment of a large number of young friends of two sons, Norman and Andrew.

Should Lomond remain in existence until the time another winter rolls around, it is to be hoped that some arrangements will be made to provide skating and curling ice.

The members of Primrose Rebekah Lodge, No. 61, met for a social hour on Tuesday, Jan. 9th., at the close of their regular meeting. Just before lunch was served Mrs. W. B. Manning was presented with a handsome Rebekah pin by Mrs. Erskine, on behalf of the members of the order, as a token of appreciation of her services in the Lodge.

The Lethbridge Northern Irrigation District has purchased ten thousand pounds of alfalfa seed from the irrigated farmers at Brooks.

Dishes and Kitchen Utensils

We placed in stock a very creditable display of China and Glass Dishes, as well as a varied assortment of Tin and Enamelware. You will find our prices to compare more than favorably with those quoted in the larger centers.

MEND UP YOUR WORK HARNESS
DURING THE QUIET SEASON. WE KEEP
A GOOD STOCK OF REPAIR MATERIAL.

L. H. Phillips

Order Counter Check Books
From THE PRESS

Stock - Taking Specials

Stock-taking invariably finds a business with a few overcrowded lines of merchandise, and by offering a special price inducement, somebody is bound to benefit by the deal. Take a look over our dry-goods section for Stock-Taking Specials.

Weekly Special

MEN'S AND BOYS' BOOTS
AND SHOES

at 25 per cent Reduction in Price

This Special Runs from Jan. 22nd. to Jan. 27th.

Elliott, Argue & Co.